

Chicago, Milwaukee, St. Paul
and Pacific Railroad Co.

ROCKY MOUNTAIN DIVISION

TIME TABLE No. 10

Taking effect at 12:01 A. M.

Mountain Standard Time

Sunday, August 5, 1951

For the government and information
of employees only

J. O'DORE
Assistant Superintendent.

V. P. SOHN
Superintendent of Transportation.

C. H. WINTER
General Superintendent of Transportation.

A. C. KOHLHASE,
Superintendent.

L. K. SORENSEN,
General Manager.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

TONNAGE RATING

	Ruling grade	EP-3	EP-4 EF-4	EF-1	EF-2 EF-3
Avery-East Portal	1.7	1150	1575	1750	2650
East Portal-St. Regis	Down				
St. Regis-Deer Lodge	0.4	3500	5400	6000	9000
Deer Lodge-Alloy	0.6	3000	4050	4500	6750
Alloy-Donald	1.66	1150	1575	1750	2650
Donald-Lombard	Down				
Lombard-Cardinal	0.46	3500	5400	6000	9000
Cardinal-Loweth	1	1600	2385	2650	3975
Loweth-Harlowton	Down				
Harlowton-Valencia	0.6	3000	4050	4500	6750
Valencia—2 Miles West of Bruno	1	1600	2520	2800	4200
2 Miles West of Bruno-Loweth	2	960	1350	1500	2250
Loweth-Lombard	Down				
Lombard-Piedmont	0.3	4000	7200	8000	12000
Piedmont-Donald	2	960	1350	1500	2250
Donald-St. Regis	Down				
St. Regis-Haugan	0.8	1600	2520	2800	4500
Haugan-Roland	1.7	1150	1575	1750	2650
Roland-Avery	Down				

EP-3 engines limited to 50 cars.

	Ruling grade	L-3	L-2	K-1	G-6	G-8
Falls Yard-Pownal	1	2160	1880	1090	840	1260
Pownal-Arrow Creek	1.5	1380	1100	740	570	850
Arrow Creek-Lewistown	1	2250	2000	1190	890	1300
Lewistown-Falls Yard	1	2160	1880	1090	840	1250
Lewistown-Oka	1	2160	1880	1090	840	1250
Oka-Harlowton	Down					
Harlowton-Oka	1.5	1700	1500	900	570	820
Oka-Lewistown	1	2160	1880	1090	840	1250
Lewistown-Orange	2	1100	970	560	410	630
Orange-Winnett	Down					
Winnett-Piper	1	2275	1880	1090	840	1250
Piper-Orange	2	1075	970	560	410	630
Orange-Lewistown	Down					
Lewistown-Roy	1.5			900	750	1000
Roy Jct.-Winifred	1.5			900	750	1000
Roy-Hilger	1.5			900	750	1000
Winifred-Hilger	1.5			900	750	1000
Hilger-Lewistown	1			1100	850	1300
Falls Yard-Agawam	1.38			920	720	1050
Agawam-Falls Yard	1			1080	1050	1400
Bozeman-Patterson	1.75				675	850
Patterson-Three Forks	Down					
Belgrade Jct.-Belgrade	0.5				1200	1600
Bozeman H.S.-Gateway	1.7				675	850
Three Forks-Logan	1.5				750	1000
Logan-Bozeman H.S.	1				950	1200
Bozeman H.S.-Bozeman	1.8				650	750
Belgrade-Belgrade Jct.	Down					
Gateway-Bozeman H.S.	Down					

5400 H.P. Diesel (4 units)

Harlowton-Three Forks:

Westward, (double Loweth) 4250 tons.
Eastward, (without helper) 4500 tons.

Three Forks-Deer Lodge:

Westward, with 3 unit helper Piedmont-Butte 4100.
Eastward with 3 unit helper Butte-Piedmont 4850.
(Diesel rating 2 diesels, westward 4580,
eastward 4290).

Deer Lodge-Alberton:

Westward, car limit.
Eastward, car limit.

Alberton-Avery:

Westward, Alberton to Haugan (without helper)
4870. Haugan to Avery with 3 unit
helper 4870.

Eastward, Avery to Haugan with 3 unit helper 4870.
(Diesel rating 2 diesels, westward or eastward
5440). 2700 H.P. Diesel (2 units)

Deer Lodge-Avery:

Westward, with helper Haugan to Avery 3690.
Eastward, with helper Avery to Haugan 3690.

Chief Dispatcher may increase or decrease ton-
nage ratings as may be found necessary.

WEIGHT OF ENGINES

EP-3	310 tons
EP-4	288 tons
ES-2	82 tons
EF-4	273 tons
EF-2	288 tons
EF-2	432 tons
EF-3	408 tons
I-5	118 tons
G-6	136 tons
G-8	155 tons
K-1	180 tons
C-2	185 tons
F-3	193 tons
F-5	205 tons
F-6	334 tons
F-7	396 tons
L-2	216 tons
L-3	252 tons
S-1	400 tons
S-2	444 tons
S-3	412 tons
N-2	281 tons
N-3	370 tons
4 Unit 5400 HP Diesel	462 tons
3 Unit 6000 HP Diesel	490 tons
3 Unit 4500 HP Diesel	352 tons

WESTWARD

FIRST SUBDIVISION

EASTWARD 3

SECOND CLASS 263	FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Harlowton	Time Table No. 10 Aug. 5, 1951			Distance from Three Forks	See Rule 6-A	Office hours Also see page 6	FIRST CLASS		SECOND CLASS
	15	17	Sidings	Other tracks			STATIONS	16	18				264		
	Passenger	Passenger						Passenger	Passenger				Time Freight		
Time Freight	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily						
L 8.00 ^{AM}	L 1.05 ^{PM}	L 6.00 ^{AM}		Yard	HY	0.0	HARLOWTON	114.2	BCHJKO RTWXYZ	Continuous	As 1.25 ^{PM}	As 12.36 ^{AM}	A 5.30 ^{PM}		
8.15	¹⁶ 1.13	6.08	68	11		6.2	VALENCIA	108.0	P	No Office	15 1.13	12.25	5.15		
8.30	1.22	s 6.18	118	39	WO	12.0	TWO DOT	102.2	P	6.00 ^{AM} to 3.00 ^{PM} Except Sat. & Sun.	1.01	s 12.18	5.00		
9.00	1.34	s 6.37	119	17	MX	24.2	MARTINSDALE	90.0	P	6.15 ^{AM} to 3.15 ^{PM} Except Sat. & Sun.	12.48	s 12.01 ^{AM}	4.40		
9.15	1.38	f 6.44	68	14		28.6	GROVELAND	85.6	PW	No Office	12.43	f 11.56	4.25		
9.30	1.46	f 6.55	119	25	UX	35.6	LENNEP	78.6	P	6.30 ^{AM} to 3.30 ^{PM} Except Sat. & Sun.	12.36	f 11.47	4.10		
9.50	1.56	f 7.05	69	10		41.2	BRUNO	78.0	P	No Office	12.26	f 11.37	3.50		
10.10	2.06	f 7.15	119	51		45.4	LOWETH	68.8	PX	No Office	12.16	f 11.28	3.30		
10.20	2.13	f 7.22	58	10		50.0	HAMEN	64.2	P	No Office	12.08 ^{PM}	f 11.19	3.00		
10.35	²⁶⁴ 2.23	s 7.36	138	48	D	57.8	RINGLING	56.9	PV	Continuous	11.58	s 11.06	¹⁵ 2.23		
10.42	2.28	f 7.41	68	28		60.9	MOYNE	53.3	P	No Office	11.53	f 10.58	1.50		
10.52		f 7.47	54			64.9	FANALULU	49.3	P	No Office		f 10.50	1.30		
10.58	2.39	f 7.51	68	21		67.9	SIXTEEN	46.8	P	No Office	11.43	f 10.43	1.15		
¹⁶ 11.28	2.54	f 8.05	122	16		75.9	FRANCIS	38.8	P	No Office	²⁶³ 11.28	f 10.27	12.40		
11.45		f 8.12	86			79.8	NATHAN	34.4	P	No Office		f 10.19	12.15		
²⁶⁴ 12.02 ^{PM}	3.05	f 8.16	108	17		81.9	MAUDLOW	32.3	P	No Office	11.17	f 10.15	²⁶³ 12.02 ^{PM}		
12.20	3.15	f 8.25	71			87.6	DEER PARK	26.6	P	No Office	11.07	f 10.05	11.30		
12.35	3.25	f 8.34	126	10		93.4	CARDINAL	20.8	P	No Office	²⁶⁴ 10.58	f 9.54	¹⁶ 11.00 10.45		
12.40		s 8.40		18	LD	94.9	LOMBARD	19.3	PVX	8.00 ^{AM} to 5.00 ^{PM} Except Sat. & Sun.		s 9.50	10.30		
12.48	3.32	f 8.44	68	12		98.0	BARRON	16.2	P	No Office	10.51	f 9.42	10.20		
1.05	3.44	f 8.55	125	10		105.7	EUSTIS	8.5	P	No Office	10.39	f 9.31	10.00		
A 1.25 ^{PM}	As 3.57 ^{PM}	As 9.08 ^{AM}		Yard	FO	114.2	THREE FORKS	0.0	BHJK RWXY	Continuous	L 10.30 ^{AM}	L 9.20 ^{PM}	L 9.40 ^{AM}		

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Automatic Block System is in use between Harlowton and Three Forks.

Mountain grade extends from west switch Bruno to east switch Loweth.

At Three Forks No. 15 when not displaying signals for a following section may register by register ticket.

Industrial Tracks Not Shown as Stations

Name	Location	Capacity
Higgins.....	3.7 miles west of Hamen	4 cars.

MAXIMUM PERMISSIBLE SPEED (See special instruction G33)

Between	Trains 15, 16	Other psgr. trains	Freight trains
Harlowton and 1½ miles east of Bruno	70 MPH	65 MPH	45 MPH
1½ miles east of Bruno and Loweth	35 MPH	35 MPH	25 MPH
Loweth to 3½ miles east of Ringling	45 MPH	45 MPH	35 MPH
3½ miles east of Ringling and west switch Ringling	80 MPH	65 MPH	45 MPH
West switch Ringling and Fanalulu	55 MPH	55 MPH	40 MPH
Fanalulu and 1½ miles west of Sixteen	70 MPH	65 MPH	45 MPH
1½ miles west and 4½ miles west of Sixteen	30 MPH	30 MPH	20 MPH
4½ miles west of Sixteen and west switch Eustis	55 MPH	55 MPH	40 MPH
West switch Eustis and Three Forks	70 MPH	65 MPH	45 MPH

WESTWARD—SECOND SUBDIVISION

			SECOND CLASS		FIRST CLASS			Capacity in cars		Telegraph calls	Distance from Three Forks	Time Table No. 10 Aug. 5, 1951		
			263		15		17		Siding			Other tracks	STATIONS	
			Time Freight		Passenger	Passenger								
			Daily		Daily	Daily								
			L 2.15 PM		L 3.59 PM	L 9.18 AM		Yard	FO		0.0	THREE FORKS		
			2.35		4.05	f 9.26	68	28			6.5	WILLOW CREEK		
			2.50		4.11	f 9.33	127	21			12.9	SAPPINGTON (N. P. Crossing)		
			3.10		4.16	f 9.40	69	25			17.8	ALCAZAR		
			3.35		4.26	f 9.55	126	68	JT		24.6	JEFFERSON ISLAND		
			4.20		4.35	f 10.10	123	Yard	WH		34.5	(N. P. Crossing) PIEDMONT		
			4.40		4.42	f 10.20	70	11			40.0	VENDOME		
			5.10		4.50	f 10.31	127	26			48.7	CEDRIC		
			5.40		5.00	f 10.45	80	20			48.6	GRACE		
			6.20		5.14	f 11.04	114	31			55.2	DONALD		
			7.00		5.25	f 11.17	86	7			61.9	JANNEY		
			7.43		5.32	f 11.24	127				65.5	NEWCOMB		
			8.00		5.36	11.32	80	Yard	OY		70.1	BUTTE YARD		
			8.30		s 5.48	s 11.44		Yard	GS			BUTTE		
					5.51	11.55		Yard			2.3	ALLOY		
			8.40		5.55	11.59	268	14			73.9	ROCKER		
											75.4	(B. A. & P. Crossing)		
											77.7	SILVER BOW		
											78.6	(U. P. Crossing)		
			8.55		6.03	f 12.07 PM	118	65			79.9	DAWSON		
			9.10		6.13	f 12.17	93	29	FN		86.0	FINLEN		
			9.20		6.18	f 12.23	70				90.8	CULLEN		
			9.30		6.23	f 12.29	69	85			95.1	MOREL		
			9.45		6.31	f 12.39	101	17			104.8	(N. P. Crossing) SINCLAIR		
			A 10.00 PM		As 6.40 PM	As 12.50 PM		Yard	DG		112.1	DEER LODGE		

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Mountain grade extends from west switch Piedmont to east switch Newcomb.

Automatic Block System is in use between Three Forks and Deer Lodge.

At Three Forks No. 16 when not displaying signals for a following section may register by register ticket.

At Butte all trains must obtain Clearance Form A before proceeding.

SECOND SUBDIVISION—EASTWARD

Time Table No. 10 Aug. 5, 1951	Distance from Deer Lodge	See Rule 6-A	Office hours Also see page 6	FIRST CLASS			SECOND CLASS	
				16	18		264	
				Passenger	Passenger		Time Freight	
				Daily	Daily		Daily	
THREE FORKS 6.5	112.1	BHJK RWXY	Continuous	As 10.28 AM	As 9.15 PM		A 17 9.13 AM	
WILLOW CREEK 6.4	105.6	P	No Office	10.18	f 9.05		9.00	
SAPPINGTON (N. P. Crossing)	99.2	IPV	No Office	10.12	f 8.58		8.45	
ALCAZAR 4.9	94.8	P	No Office	10.06	f 8.51		8.30	
JEFFERSON ISLAND 6.8	87.5	P	No Office	17 9.55	f 8.41		8.17	
PIEDMONT (N. P. Crossing)	77.6	IPVX	8.00 AM to 5.00 PM	9.45	f 8.29		8.00	
VENDOME 5.5	72.1	P	No Office	9.37	f 8.21		7.40	
CEDRIC 3.7	68.4	P	No Office	9.30	f 8.14		7.25	
GRACE 4.9	68.5	P	No Office	9.21	f 8.05		7.05	
DONALD 6.6	56.9	PW	No Office	9.10	f 7.54		6.38	
JANNEY 8.6	50.2	P	No Office	8.58	f 263 7.43		6.05	
NEWCOMB 4.6	46.6	P	No Office	8.50	f 7.36		5.45	
BUTTE YARD 2.6	42.0	BKPVXZ	Continuous	8.45	7.30		5.30	
BUTTE 2.3		KVXY	Continuous	s 8.38 8.35	s 7.23 7.10			
ALLOY 1.5	38.2	PX	No Office	8.23	6.58		5.15	
ROCKER (D. A. & P. Crossing)	36.7	IV	No Office					
SILVER BOW 2.5	34.4		No Office					
(U. P. Crossing)	38.5	IPV	No Office					
DAWSON 1.8	32.2	P	No Office	8.13	f 6.47		4.50	
FINLEN 6.1	26.1	P	No Office	8.03	f 6.36		4.25	
CULLEN 4.8	21.8	P	No Office		f 6.30		4.00	
MOREL 9.2	17.0	P	No Office	7.53	f 15 6.23		3.45	
SINCLAIR (N. P. Crossing)	7.8	IP	No Office	7.44	f 6.10		3.15	
DEER LODGE 7.8	0.0	BHKO RTVWXZ	Continuous	L 7.35 AM	L 6.00 PM		L 2.45 AM	

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Parrot.....	6.5 miles east of Piedmont	30 cars.
Whitehall.....	2 miles east of Piedmont	8 cars.
Shiffman.....	4.9 miles west of Grace	6 cars.
Pioneer.....	At Finlen	105 cars.
Champion.....	8.2 miles west of Morel	9 cars.

MAXIMUM PERMISSIBLE SPEED (See special instruction G33)

Between	Trains 15, 16	Other psgr. trains	Freight trains
Three Forks and west switch Piedmont	80 MPH	65 MPH	45 MPH
West switch Piedmont and Vendome—Westward	80 MPH	65 MPH	45 MPH
Eastward.....	50 MPH	50 MPH	25 MPH
Vendome and Newcomb	35 MPH	35 MPH	25 MPH
Newcomb and 2 miles west of Morel	70 MPH	65 MPH	45 MPH
2 miles west of Morel and Deer Lodge	80 MPH	65 MPH	45 MPH

WESTWARD—THIRD SUBDIVISION

		SECOND CLASS		FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Deer Lodge	Time Table No. 10	
		263		15	17	Sidings	Other trucks			Aug. 5, 1951	
		Time Freight		Passenger	Passenger					STATIONS	
		Daily		Daily	Daily						
		L 12.01 ^{AM}		L 6.55 ^{PM}	L 1.05 ^{PM}		Yard	DG	0.0	DEER LODGE 5.1	
		²⁶⁴ 12.20		7.00	f 1.10	88	18		5.1	KOHR'S 5.0	
		12.45		7.06	f 1.16	117	17		11.0	GARRISON 7.6	
		1.05		7.15	f 1.25	87	18		18.8	GOLD CREEK 5.7	
		1.18		7.20	f 1.31	87	18		24.8	HASKELL 0.4	
		1.30		7.25	f 1.39	89	18	DX	80.7	(N. P. Crossing) DRUMMOND 5.8	
		1.40		7.30	f 1.45	90			86.0	OZAN 5.2	
		1.55		7.38	f 1.53	114	32		41.2	BEARMOUTH 10.1	
		2.15		7.50	f 2.05	96	22		51.8	RAVENNA 5.9	
		2.28		7.55	f 2.12	88			57.2	IRIS 6.1	
		2.40		8.00	f 2.19	89	17		68.8	CLINTON 5.4	
		2.50		8.05	f 2.27	87	18		68.7	THELMA 4.5	
		3.05		²⁶⁴ 8.09	f 2.34	147	88		78.2	BONNER JCT. 6.3	
		3.35		^s 8.18 8.19	^s 2.50	124	Yard	Q	79.5	MISSOULA 9.8	
		3.50		8.28	f 3.01	88	17		89.0	PRIMROSE 8.1	
		4.08		8.35	f 3.10	130	14		97.1	FRENCHTOWN 3.3	
		4.15			f 3.15	40			100.4	(N. P. Crossing) HUSON 5.4	
		4.30		8.43	f ¹⁸ 3.27	89	17		105.8	SOUDAN 5.0	
		¹⁶ A 4.45 ^{AM}		A 8.49 ^{PM}	As 3.38 ^{PM}		Yard	ON	110.8	ALBERTON	

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Automatic Block system is in use between Deer Lodge and Alberton.

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAY	SUNDAY	HOLIDAYS
Harlowton	Continuous	Continuous	Continuous
Ringling	Continuous	Continuous	Continuous
Lombard	8:30 A.M. to 10:30 A.M.	8:30 A.M. to 10:30 A.M.	8:30 A.M. to 10:30 A.M.
Three Forks	Continuous	Continuous	Continuous
Piedmont	8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:00 P.M.
Butte Yard	Continuous	Continuous	Continuous
Butte	Continuous	Continuous	Continuous
Deer Lodge	Continuous	Continuous	Continuous
Missoula	Continuous	Continuous	Continuous
Alberton	Continuous	Continuous	Continuous
St. Regis	8:00 A.M. to 11:59 P.M.	8:00 A.M. to 11:59 P.M.	8:00 A.M. to 10:00 A.M. 4:00 P.M. to 6:00 P.M.
Haugan	Continuous	Continuous	Continuous
East Portal	10:00 A.M. to 7:00 P.M.	10:00 A.M. to 7:00 P.M.	10:00 A.M. to 7:00 P.M.
Avery	Continuous	Continuous	Continuous
Bozeman	None	12:01 P.M. to 2:01 P.M.	12:01 P.M. to 2:01 P.M.
Lewistown	7:00 A.M. to 11:00 P.M.	7:00 A.M. to 11:00 P.M.	7:00 A.M. to 11:00 P.M.
Denton	10:15 A.M. to 12:15 P.M.	10:15 A.M. to 12:15 P.M.	10:15 A.M. to 12:15 P.M.
Geraldine	11:30 A.M. to 1:30 P.M.	11:30 A.M. to 1:30 P.M.	11:30 A.M. to 1:30 P.M.
Great Falls	2:00 P.M. to 4:45 P.M.	2:00 P.M. to 4:45 P.M.	2:00 P.M. to 4:45 P.M.

OTHER STATIONS CLOSED

THIRD SUBDIVISION—EASTWARD

Time Table No. 10 Aug. 5, 1951 STATIONS	Distance from Alberton	See Rule 6-A	Office hours Also see page 6	FIRST CLASS			SECOND CLASS			
				16	18		264			
				Passenger	Passenger		Time Freight			
				Daily	Daily		Daily			
DEER LODGE 5.1	110.8	BHKO RTVWXZ	Continuous	As 7.20AM	As 5.45PM		A 12.45AM			
KOHR'S 5.9	105.7	P	No Office	7.12	f 5.38		263 12.20AM			
GARRISON 7.6	99.8	P	No Office	7.06	f 5.30		11.55			
GOLD CREEK 5.7	92.2	P	No Office	6.57	f 5.20		11.30			
HASKELL 6.4	86.5	P	No Office	6.52	f 5.13		11.10			
(N. P. Crossing) DRUMMOND 5.8	80.1	IPW	8.00AM to 5.00PM Except Sat. & Sun.	6.46	f 5.06		10.50			
OZAN 5.2	74.8	P	No Office	6.40	f 4.58		10.30			
BEARMOUTH 10.1	69.6	P	No Office	6.32	f 4.50		10.09			
RAVENNA 5.9	59.5	P	No Office	6.20	f 4.38		9.40			
IRIS 6.1	58.6	P	No Office	6.15	f 4.30		9.20			
CLINTON 5.4	47.5	PW	No Office	6.09	f 4.23		9.00			
THELMA 4.5	42.1	P	No Office	6.04	f 4.16		8.40			
BONNER JCT. 6.8	37.6	JPY	No Office	5.59	f 4.10		15 8.09			
MISSOULA 9.5	81.8	BKVWX	Continuous	s 5.50 5.49	s 4.01		7.30			
PRIMROSE 8.1	21.8	P	No Office	5.37	f 3.44		7.05			
FRENCHTOWN 8.8	13.7	P	No Office	5.28	f 3.36		6.47			
(N. P. Crossing) HUSON 5.4	10.4	IP	No Office		f 3.33		6.40			
SOUDAN 5.0	5.0	P	No Office	5.19	f 3.27		17 6.30			
ALBERTON	0.0	BHK RWX	Continuous	L 263 5.11 AM	L 3.20 PM		L 6.15 PM			

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

At Alberton, Nos. 15 and 17 when not displaying signals for a following section, may register by register ticket.

Engines of all classes running light or handling train must not exceed speed of 50 MPH over the following bridges:
 DD-30 1 mile west of Gold Creek, MP 1582.
 DD-46 1 mile west of Drummond, MP 1594.2.
 DD-58 ½ mile east of Ravenna, MP 1612.2.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Phosphate	3.7 mile west of Garrison	36 cars
Root	.6 mile west of Primrose	19 cars

WATCH INSPECTORS.

National Railway Time Service Co., Chief Watch Inspectors
55 East Washington Street, Chicago.

Robertson's Jewelry and Optical Co.....Harlowton
 Dee's Jewelry.....Three Forks
 Gordon's, 113 North Main Street.....Butte
 Shaver's Jewelry Co.....Deer Lodge
 Borg Jewelry Co.....Missoula
 Bozeman Jewelry Co.....Bozeman
 Wheeler & Barnes.....Great Falls
 E. H. Rogers.....Lewistown

Monthly time comparison of watches may be made with
Operators at Avery, Alberton and Missoula.

MAXIMUM PERMISSIBLE SPEED (See special instruction G33)

Between	Trains 15, 16	Other psgr. trains	Freight trains
Deer Lodge and 1 mile east of Haskell	70 MPH	65 MPH	45 MPH
1 mile east of Haskell and 1 mile east of Iris	80 MPH	65 MPH	45 MPH
1 mile east of Iris and Missoula	70 MPH	65 MPH	45 MPH
Missoula and Alberton	80 MPH	65 MPH	45 MPH

WESTWARD—FOURTH SUBDIVISION

			SECOND CLASS		FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Alberton	Time Table No. 10 Aug. 5, 1951 STATIONS		
			263	15 17		Sidings	Other tracks	Yard				ON	0.0
			Time Freight	Passenger	Passenger								
			Daily	Daily	Daily								
			L 5.15 ¹⁶ AM	L 8.49PM	L 3.38PM						ALBERTON		
			5.35	8.57	f 3.47	89	18			6.5	CYR		
			5.55	9.06	f 3.58	132	13			15.0	TARKIO		
			6.20	9.15	f 4.08	88	20			22.7	COBDEN		
			6.50	9.22	f 4.19	88	17	SI		30.9	SUPERIOR		
			7.15		f 4.27	47	18			37.1	ASHMORE		
			7.45	9.36	f 4.36 ²⁶⁴	107	58	G		43.8	ST. REGIS		
			8.05	9.45	f 4.47	81				48.3	FORAKER		
			8.30	9.54	f 4.58	77	41			52.9	DREXEL		
			8.45	10.03	f 5.08	88	20			57.2	HENDERSON		
			9.25	10.09	f 5.18	119	Yard	HU		59.1	DE BORGIA		
			9.55	10.19	f 5.30	54	17			68.1	HAUGAN		
			10.20	10.26	f 5.38	126	12			71.7	SALTESE		
			10.50	10.36	f 5.49	117	22	FX		76.5	BRYSON		
			11.05	10.41	f 5.56	54				78.5	EAST PORTAL		
			11.25	10.51	f 6.07	31	26			83.3	ROLAND		
			12.07 ¹⁸ PM	11.00	f 6.19	118	12			87.9	ADAIR		
			12.40		f 6.30	24	9			93.1	FALCON		
			12.53 ²⁶⁴	11.18	f 6.38	71				96.6	KYLE		
			A 1.00PM	As 11.30PM	As 6.53PM		Yard	NF		100.8	STETSON		
											AVERY		

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

SURGEONS

MILWAUKEE HOSPITAL ASSOCIATION

Location	Name	Title	Location	Name	Title
Seattle.....	*Dr. James F. DePree.....	Chief Surgeon	Three Forks.....	*Dr. E. E. Bertagnolli.....	Local Surgeon
Superior.....	*Dr. F. S. Stancliffe.....	Local Surgeon	Bozeman.....	*Dr. O. S. Smith.....	Local Surgeon
Missoula.....	*Dr. I. J. Bridenstine.....	Local Surgeon	Bozeman.....	*Dr. E. J. Kearns.....	Local Surgeon
Missoula.....	*Dr. J. M. Nelson.....	Local Surgeon	Bozeman.....	*Dr. O. E. Whitehead.....	Oculist
Missoula.....	*Dr. Wm. J. Marshall.....	Oculist	Harlowton.....	*Dr. E. M. Gans.....	Local Surgeon
Missoula.....	*Dr. R. W. Key.....	Oculist	Lewistown.....	*Dr. F. J. Gans.....	District Surgeon
Deer Lodge.....	*Dr. F. L. Unmack.....	District Surgeon	Lewistown.....	Dr. E. A. Weldon.....	Assistant Surgeon
Deer Lodge.....	*Dr. G. A. Anderson.....	Local Surgeon	Lewistown.....	*Dr. J. H. Herring.....	Oculist
Deer Lodge.....	*Dr. L. M. Benjamin.....	Local Surgeon	Geraldine.....	Dr. O. V. Templeton.....	Local Surgeon
Piedmont (Whitehall).....	Dr. L. R. Packard.....	Local Surgeon	Great Falls.....	*Dr. P. E. Logan.....	Local Surgeon
Piedmont (Whitehall).....	Dr. R. J. Hill.....	Local Surgeon	Great Falls.....	*Dr. J. C. MacGregor.....	Local Surgeon
Butte.....	*Dr. Harold Schwartz.....	Local Surgeon	Great Falls.....	*Dr. Earle Strain.....	Oculist
Butte.....	Dr. R. C. Monahan.....	Local Surgeon	Great Falls.....	*Dr. R. J. Holzberger.....	Oculist
Butte.....	*Dr. H. L. Casebeer.....	Oculist	Fairfield.....	Dr. L. S. Orary.....	Local Surgeon
Butte.....	Dr. R. L. Casebeer.....	Oculist	Choteau.....	Dr. H. W. Bateman.....	Local Surgeon

*Railroad Company Examining Surgeons and Oculists.

ASSOCIATION HOSPITALS

St. Patrick's—Missoula	Bozeman Deaconess Hospital—Bozeman
Thornton Hospital—Missoula	St. Joseph's Hospital—Lewistown
St. Joseph's Hospital—Deer Lodge	Columbus Hospital—Great Falls
St. James Hospital—Butte	Choteau Hospital—Choteau

LOCATION OF STRETCHERS

Harlowton	Deer Lodge	Superior
Ringling	Missoula	Avery
Three Forks	Alberton	Great Falls
Butte		Lewistown
In each Substation		

FOURTH SUBDIVISION—EASTWARD

Time Table No. 10 Aug. 5, 1951 STATIONS	Distance from Avery	See Rule 6-A	Office hours Also see page 6	FIRST CLASS			SECOND CLASS	
				16	18		264	
				Passenger	Passenger		Time Freight	
				Daily	Daily		Daily	
ALBERTON 6.5	100.8	BHKK WX	Continuous	A 268 5.11 AM	As 3.20 PM		A 6.00 PM	
CYR 8.5	98.8	P	No Office	5.01	f 3.09		5.45	
TARKIO 7.7	85.8	P	No Office	4.51	f 2.59		5.32	
COBDEN 8.2	77.6	P	No Office	4.41	f 2.50		5.17	
SUPERIOR 6.2	69.4	PW	8.00 AM to 5.00 PM Except Sat. & Sun.	4.32	f 2.40		4.59	
ASHMORE 6.2	68.2	P	No Office		f 2.31		4.48	
ST. REGIS 5.0	57.0	JPVWXY	8.00 AM to 11.59 PM	4.16	f 2.22		17 4.36	
FORAKER 4.6	52.0	P	No Office	4.06	f 2.10		3.57	
DREXEL 4.8	47.4	P	No Office	3.57	f 2.01		3.44	
HENDERSON 1.0	48.1	P	No Office	3.48	f 1.51		3.32	
DE BORGIA 8.8	41.2	P	No Office					
HAUGAN 5.7	37.9	JOVWXY	Continuous	3.43	f 1.45		3.25	
SALTESE 8.8	32.2	P	No Office	3.33	f 1.34		3.03	
BRYSON 4.0	28.6	PW	No Office	3.26	f 1.27		2.50	
EAST PORTAL 2.0	28.8	PW	10.00 AM to 7.00 PM	3.16	f 1.17		2.35	
ROLAND 4.8	21.8	P	No Office	3.10	f 1.11		2.25	
ADAIR 4.6	17.0	P	No Office	3.00	f 1.01		2.05	
FALCON 5.2	12.4	PW	No Office	2.51	f 12.51		1.40	
KYLE 8.5	7.2	P	No Office		f 268 12.40		1.15	
STETSON 8.7	8.7	P	No Office	2.33	f 12.33		268 12.53	
AVERY	0.0	BHKO RTWX	Continuous	L 2.25 AM	L 12.25 PM		L 12.45 PM	

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Automatic Block System is in use between Alberton and Avery.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
A. C. M. Log Track	3.0 Miles west of Tarkio	42 cars

At Alberton, Nos. 16 and 18 when not displaying signals for a following section, may register by register ticket.

Mountain grade extends from 2 miles west of west switch Haugan to 1 mile east of east switch Avery.

LOCATION OF DERAILING SWITCHES

Roland Siding, west end.

MAXIMUM PERMISSIBLE SPEED (See special instruction G33)

Between	Trains 15, 16	Other psgr. trains	Freight trains
Alberton and 1/2 mile west of St. Regis	70 MPH	65 MPH	45 MPH
1/2 mile west of St. Regis and east switch Henderson	35 MPH	35 MPH	25 MPH
East switch Henderson and 1 mile west of Haugan	65 MPH	65 MPH	40 MPH
1 mile west of Haugan and Avery	30 MPH	30 MPH	20 MPH

10 WESTWARD

FIFTH SUBDIVISION

EASTWARD

		SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Three Forks	Time Table No. 10 Aug. 5, 1951			Distance from Bozeman	See Rule 6-A	Office hours Also see page 6	SECOND CLASS	
		593		Sidings	Other tracks			STATIONS						592	
		Freight									Freight				
		Daily Except Saturday							Daily Except Saturday						
	L	4.01 PM		Yard		FO	0.0	THREE FORKS	88.4	BHJK RWXY	Continuous	A	2.45 PM		
		4.15	18				4.4	CARPENTER	84.0		No Office		2.30		
		4.22	11				6.3	LOGAN	82.1		No Office		2.24		
		4.38	28	8		MN	11.5	MANHATTAN (N. P. Crossing) 0.8	26.9	P	8.00 AM to 5.00 PM Except Sat. & Sun.		2.08		
		4.51	28				16.6	CAMP CREEK	21.8	PW	No Office		1.36		
		4.54					17.5	BELGRADE JUNCTION	20.9	JY	No Office		1.25		
		5.03	24				20.4	HOLLAND	18.0		No Office		1.15		
		5.20	8				25.5	GREENWOOD	12.9		No Office		12.59		
		5.30	21				27.0	BOZEMAN HOT SPRINGS	11.4	JPY	No Office		12.50		
		5.52	9				88.1	MATTHEWS	5.8		No Office		12.20		
		5.58	20				84.7	PATTERSON	8.7		No Office		12.15		
	A	6.15 PM		Yard		BN	88.4	BOZEMAN	0.0	BOJKP RVWXYZ	7.00 AM to 4.00 PM Except Sat. & Sun.	L	12.01 PM		

Passenger trains must not exceed maximum speed of 30 miles per hour between Three Forks and Manhattan, 35 miles per hour between Manhattan and Bozeman Hot Springs; other trains 30 miles per hour. All trains must not exceed maximum speed of 25 miles per hour between Bozeman Hot Springs and Bozeman and 15 miles per hour over Bridge CC-600, 1 mile west of Three Forks and Bridge CC-654, 1/4 mile west of Greenwood. Trains handling loaded cars of pulpwood or poles do not exceed 15 miles per hour eastbound between 1/2 mile west of MP 7 (bridge CC-812) 1 1/2 mile west of west switch at Logan, to the highway crossing 1/2 mile west of MP 4, about 1/2 mile west of west switch at Carpenter. Double header engines must not be run over bridges CC-600 and CC-654 and only G6, G7 and G8 engines or smaller may be operated between Three Forks and Gallatin Gateway.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

LOCATION OF DERAILING SWITCHES

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Patterson Siding, west end.

Name	Location	Capacity
Baker Creek	5 Mile west of Belgrade Jct.	8 cars
Blackwood Spur	2.5 Miles west of Bozeman	
	Hot Springs	9 cars

WESTWARD

SIXTH SUBDIVISION

EASTWARD

		Capacity in cars		Telegraph calls	Distance from Belgrade Junction	Time Table No. 10 Aug. 5, 1951			Distance from Belgrade	See Rule 6-A	Office hours Also see page 6		
		Sidings	Other tracks			STATIONS							
	L						0.0	BELGRADE JUNCTION	5.2	JY	No Office	A	
	A	12	42	BG	5.2	BELGRADE	0.0	PB	8.00 AM to 5.00 PM Except Sat. & Sun.	L			

Trains must not exceed maximum speed of 15 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

At Three Forks, the normal position of the switch at the south leg of the wye is for the west leg and the normal position of the switches at the east and west legs of the wye is for the siding.

At Bozeman Hot Springs, the normal position of the switch at the east leg of the wye is for movement between Three Forks and Bozeman.

Rule 83(B) does not apply at Belgrade Junction, Belgrade, Bozeman Hot Springs and Gallatin Gateway when operators are not on duty.

WESTWARD

SEVENTH SUBDIVISION

EASTWARD 11

		Capacity in cars		Telegraph calls	Distance from Bozeman Hot Springs	Time Table No. 10 Aug. 5, 1951	Distance from Gallatin Gateway	See Rule 6-A	Office hours Also see page 6		
Sidings	Other tracks										
L					0.0	BOZEMAN HOT SPRINGS	4.8	JPY	No Office	A	
		6			2.5	ATKINS	2.8		No Office		
A	19	52	WA		4.8	GALLATIN GATEWAY	0.0	PRW	8.00AM to 5.00PM Except Sat. & Sun.	L	

Passenger trains must not exceed maximum speed of 30 miles per hour; other trains 25 miles per hour.
Trains handling pulpwood loads in gondola cars will not exceed fifteen (15) miles per hour between Gallatin Gateway and Bozeman Hot Springs.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD

EIGHTH SUBDIVISION

EASTWARD

		Capacity in cars		Telegraph calls	Distance from Bozeman	Time Table No. 10 Aug. 5, 1951	Distance from Menard	See Rule 6-A	Office hours Also see page 6		
Sidings	Other tracks										
L		Yard	BN		0.0	BOZEMAN (N. P. Crossing 1.8)	24.7	BCJKPM RVWXYZ	7.00AM to 4.00PM Except Sat. & Sun.	A	
		28			12.2	SPRINGHILL	12.5		No Office		
		5			17.7	EDILOU	7.0		No Office		
		9			22.8	ACCOLA	1.9		No Office		
A		26			24.7	MENARD	0.0	Y	No Office	L	

Trains must not exceed maximum speed of 20 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD

NINTH SUBDIVISION

EASTWARD

		Capacity in cars		Telegraph calls	Distance from Bonner Junction	Time Table No. 10 Aug. 5, 1951	Distance from Cottonwood	See Rule 6-A	Office hours Also see page 6		
Sidings	Other tracks										
L		14			0.0	BONNER JUNCTION	40.0	JPY	No Office	A	
		9	50		1.3	BONNER	88.7	OPVWX	No Office		
		8			12.2	McNAMARA	27.8	P	No Office		
		47			26.0	SUNSET	14.0	W 5.7 MI. East	No Office		
		16			84.8	CLEARWATER	5.2	P	No Office		
A		20			40.0	COTTONWOOD	0.0	P	No Office	L	

Trains must not exceed maximum speed of 30 miles per hour, and when handling logs 20 miles per hour, and 15 miles per hour over bridge DD-302, ¾ miles east of Bonner.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

LOCATION OF DERAILING SWITCHES
Clearwater Siding, east end.

Name	Location	Capacity
Miller Spur	5.7 miles west of Bonner	1 car
Goforth	4.5 miles east of Sunset	23 cars
Blanchard Creek	1.0 mile east of Clearwater	40 cars
Bear Creek	1.3 miles west of Clearwater	50 cars
Chamberlain Creek	0.9 mile east of Cottonwood	Wye

12 WESTWARD		TENTH SUBDIVISION										EASTWARD				
SECOND CLASS		FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Harlowton	Time Table No. 10			Distance from Lewistown	See Rule 6-A	Office hours Also see page 6	FIRST CLASS		SECOND CLASS
163		117		Sidings	Other tracks			Aug. 5, 1951						118		164
Time Freight		Passenger				STATIONS			Passenger		Time Freight					
Daily		Daily					Daily		Daily							
L 4.00AM		L 7.30AM	Yard	Yard	HY	0.0	HARLOWTON	62.6	BCHJKO RTVWXYZ	Continuous	As 11.30PM		A 11.55AM			
4.30		f 7.43	28			7.9	WRIGHT	54.7	P	No Office	f 11.04		11.35			
5.00		f 7.53	46	8		14.6	OKA	48.0	PW	No Office	f 10.52		11.20			
5.30		f 8.04	35			22.0	JUDITH GAP	40.6	PVXY	No Office	f 10.38		11.05			
6.00		s 8.11	51	26		26.7	GARNEILL	35.9	P	No Office	s 10.25		10.55			
6.15		f 8.17		12		30.7	McCLAVE	31.0	P	No Office	f 10.17		10.45			
6.30		s 8.22	88		RA	34.1	STRAW	28.5	PW	8.00AM to 5.00PM Except Sat. & Sun.	s 10.10		10.25			
6.45		f 8.30		9		39.1	SIPPLE	28.5	P	No Office	f 9.58		10.10			
7.00		s 8.38	46	84	MO	44.1	MOORE	18.5	P	8.00AM to 5.00PM Except Sat. & Sun.	s 9.49		9.55			
7.30		f 8.54	87	16		58.8	GLENGARRY	8.8	P	No Office	f 9.31		9.35			
A 8.00AM		As 9.15AM	Yard	Yard	DI	62.6	LEWISTOWN	0.0	BOHJKPR TVWXYZ	7.00AM to 11.00PM	L 9.10PM		L 9.15AM			

Passenger trains must not exceed maximum speed of 50 miles per hour; other trains 45 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD		ELEVENTH SUBDIVISION										EASTWARD	
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Winnett	Time Table No. 10			Distance from Lewistown Pass. Station	See Rule 6-A	Office hours Also see page 6	SECOND CLASS	
291		Sidings	Other tracks			Aug. 5, 1951						292	
Freight				STATIONS			Freight						
Daily Except Sunday					Daily Except Sunday								
	L 1.50PM	46	98	NI	0.0	WINNETT	59.4	PRY	*8.00AM to 5.00PM Except Sat. & Sun.	As 1.00PM			
	s 2.15		17		11.9	TEIGEN	47.5	P	No Office	s 12.35			
	s 2.40		40	GR	28.5	GRASS RANGE	35.9	PW	8.00AM to 5.00PM Except Sat. & Sun.	s 12.10PM			
	s 2.55		26		30.0	BECKET	29.4	P	No Office	s 11.50			
	s 3.15	20			38.2	FOREST GROVE	21.2	P	No Office	s 11.31			
	f 3.31		28		44.1	PIPER	15.8	PW	No Office	f 11.15			
	f 3.40		21		46.8	ORANGE	12.6	P	No Office	f 11.00			
	s 4.20		47		48.9	HEATH	10.5	P	No Office	s 10.50			
	f 4.31	28	19		50.8	DUNLAP	8.6		No Office	f 10.05			
	s 4.50	Yard	Yard	YD	58.1	LEWISTOWN YARD	1.8	BCHJKPT RVWXYZ	No Office	s 9.50			
	As 5.00PM			DI	59.4	LEWISTOWN	0.0	BOHJKPT RVWXYZ	7.00AM to 11.00PM	L 9.45AM			

Trains must not exceed maximum speed of 35 miles per hour between Lewistown and Orange; 20 miles per hour between Orange and Piper and 35 miles per hour between Piper and Winnett.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Trains must come to a stop before passing over East Main Street crossing at Lewistown and must not exceed 8 miles per hour through Lewistown.
Trains must not exceed 10 miles per hour over the 2 public highway crossings within yard limits at Harlowton, both located near the Flour Mills.
Trains 291 and 292 will carry passengers.

LOCATION OF DERAILING SWITCHES

Wright.....Siding, East end
Grass Range.....East end
Becket.....East end
Forest Grove.....East end
Piper.....East end
Orange.....West end

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Joan.....	4.4 miles west of Moore	15 cars
Judair.....	4.5 miles east of Lewistown	4 cars

		Capacity in cars		Telegraph calls	Distance from Roy-Winifred Jct.	Time Table No. 10 Aug. 5, 1951	Distance from Roy	See Rule 6-A	Office hours Also see page 6		
Sidings	Other tracks										
L					0.0	ROY-WINFRED JCT.	42.0	JP	No Office	A	
			86		4.8	BAXTER	37.2	P	No Office		
			28		9.6	BROOKS	32.4	P	No Office		
		37	25	HR	15.7	HILGER	26.8	P	8.00AM to 5.00PM Except Sat. & Sun.		
					20.8	ROY JUNCTION	21.7	JPWY	No Office		
			10		28.8	ARMELLS	18.7	P	No Office		
			14		36.7	FERGUS	5.8	P	No Office		
A		84	27	RO	42.0	ROY	0.0	PRWY	8.00AM to 5.00PM Except Sat. & Sun.	L	

Trains must not exceed maximum speed of 25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

		Capacity in cars		Telegraph calls	Distance from Roy Jct.	Time Table No. 10 Aug. 5, 1951	Distance from Winifred	See Rule 6-A	Office hours Also see page 6		
Sidings	Other tracks										
L					0.0	ROY JUNCTION	22.4	JPWY	No Office	A	
			11		5.2	MOULTON	17.2		No Office		
			85		8.5	CHRISTINA	18.9	P	No Office		
			28		15.2	SUFFOLK	7.2	P	No Office		
A		84	24	WD	22.4	WINIFRED	0.0	PRY	8.00AM to 5.00PM Except Sat. & Sun.	L	

Trains must not exceed maximum speed of 25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Rule 83(B) does not apply at Roy-Winifred Junction and Roy Junction when operators are not on duty.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Romunstad.....	2.7 miles west of Armells	2 cars

LOCATION OF DERAILING SWITCHES

FergusWest end
MoultonWest end

YARD LIMITS AT:

Harlowton.....	Extend from 6126 ft. east of east switch of yard to 4489 ft. west of west switch of yard and to 4373 ft. west of west switch on Tenth Subdivision.	St. Regis.....	Extend from 2349 ft. east of east switch of siding to 2400 ft. west of N. P. junction switch.
Bruno.....	Extend from 4000 ft. west to 6000 ft. west of west switch of siding (for westward trains).	Haugan.....	Extend from 1950 ft. east of east switch of yard to 8000 ft. west of west switch of siding.
Loweth.....	Extend from 3000 ft. east of east switch of siding to 2100 ft. west of west switch of siding.	Avery.....	Extend from 662 ft. east of east switch of yard to 8659 ft. west of west switch of yard.
Lombard.....	Extend from 5069 ft. east of N. P. transfer switch to 4290 ft. west of Lombard depot.	Judith Gap.....	Extend from 1981 ft. east of east switch of siding to 1950 ft. west of west switch of siding.
Three Forks.....	Extend from 1356 ft. east of east switch of yard to 3027 ft. west of west switch of yard and to 4776 ft. west of south wye switch on Fifth Subdivision.	Lewistown.....	Extend from 9981 ft. east of east wye switch of 10th subdivision to 2700 ft. east of Continental Oil Co. spur of 11th subdivision and to 1400 ft. west of Roy-Winifred junction switch on 12th subdivision and to 1450 ft. west of Roy-Winifred junction switch on 14th subdivision.
Piedmont.....	Extend from 4232 ft. east of N. P. crossing to 6673 ft. west of west switch of siding.	Hanover.....	Extend from 2373 ft. east of east switch of Cement Plant Track to 1312 ft. west of west switch of G. N. storage track.
Butte Yard.....	Extend from 6593 ft. east of east switch of siding to 868 ft. east of B. A. & P. crossing, Rocker.	Denton.....	Extend from 2500 ft. east of east switch of siding to 2200 ft. west of west switch of siding.
Deer Lodge.....	Extend from 6379 ft. east of east switch to 5280 ft. west of west switch of yard.	Great Falls.....	Extend from 2085 ft. east of east wye switch to 1500 ft. west of Sales Yard spur switch.
Missoula.....	Extend from 6000 ft. east of east switch of siding to 3000 ft. west of west stockyard switch.	Bozeman.....	Extend from 1880 ft. east of Patterson Spur switch to 1000 ft. west of west switch of Bozeman Mill Track.
Alberton.....	Extend from 2000 ft. east of east switch of yard to 8755 ft. west of west switch of yard.	Bonner.....	Extend from 150 ft. west of Bridge DD. 802 to 5000 ft. west of west switch of Quarry Track.

				SECOND CLASS		FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Lewistown	Time Table No. 10 Aug. 5, 1951	
				195	117	239	Siddings	Other tracks	STATIONS				
				Freight	Passenger	G. N. Passenger							
				Daily Except Saturday	Daily	Daily							
				L 5.00PM	L 9.25AM	L 7.10AM						0.0	LEWISTOWN (G. N. Crossing 600 feet W.)
											1.5	ROY-WINIFRED JCT.	
				5.10				48			8.4	WEST LEWISTOWN	
				s 5.30	s 9.39	7.31	45	110	VN		8.0	HANOVER	
				5.40	9.43	A 7.35AM					9.0	SPRING CREEK JUNCTION	
				5.50	f 9.48		46	25			12.0	AMHERST	
				6.00	f 9.53			28			15.1	WARE	
				s 6.10	s 9.59		47	26	US		18.6	DANVERS	
				6.30	f 10.17		86	62			26.9	HOOSAC	
				s 6.50	s 10.31		61	49	DN		88.8	DENTON	
				s 7.08	s 10.43		49	85	BK		89.7	COFFEE CREEK	
				¹¹⁸ 7.26	f 10.52		47	27			44.2	ARROW CREEK	
				8.05	f 11.12		54	27			55.8	POWNAI	
				s ¹⁹⁶ 8.50	s 11.36		55	62	SB		67.4	SQUARE BUTTE	
				s 9.10	s 11.50		47	85	GE		74.4	GERALDINE	
				9.30	s 12.09PM		49	24			86.2	MONTAGUE	
				9.50	s 12.24		46	87			94.2	SHONKIN	
				10.10	f 12.37			14			102.8	BIG SAG	
				10.25	s 12.44		47	85	ED		106.1	HIGHWOOD	
				10.45	s 12.58		47	24			118.5	WALTHAM	
				11.05	f 1.18			86			121.7	ROGERS	
				11.15	f 1.23		47	25			128.8	SALEM	
				11.30	f 1.32			21			128.8	COOPER	
				As 11.45PM	f 1.46		Yard	Yard	FD		188.2	FALLS YARD	
					A 2.00PM		19		PX		188.8	GREAT FALLS	

Passenger trains must not exceed maximum speed of 50 miles per hour between Lewistown and Waltham, 35 miles per hour between Waltham and Rogers and 40 miles per hour between Rogers and Great Falls.

Freight trains must not exceed maximum speed of 35 miles per hour between Lewistown and Waltham, 20 miles per hour between Waltham and Rogers and 25 miles per hour between Rogers and Great Falls.

Westward freight trains must not exceed speed of 15 miles per hour between Arrow Creek and Surprise Creek.

All trains must not exceed speed of 15 miles per hour through tunnels or over Spring Creek Trestle, 25 miles per hour over Judith River, Indian Creek and Sage Creek Viaducts, 5 miles per hour over sliding embankment 500 feet west of Tunnel No. 2, 2½ miles west of Arrow Creek, 10 miles per hour between east end of Tunnel No. 4 and 1500 feet east of Tunnel No. 4 between Mile Post 178 and 179 between Waltham and Rogers, and 8 miles per hour through Lewistown.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Trains will not meet or pass at West Lewistown without train orders.

At Spring Creek Junction, the normal position of the junction switch is for the C. M. St. P. & P.

At Lewistown, the normal position of the junction switch with the G. N. Ry. is for the C. M. St. P. & P.

At Lewistown during the hours the operator is on duty freight trains when not displaying signals for a following section may register by register ticket.

G. N. trains will enter and leave C. M. St. P. & P. track at switch just west of Main St. crossing, west of depot, Lewistown.

Trains must come to a stop before passing over East Main Street crossing at Lewistown.

Rule 83(B) does not apply at Roy-Winifred Junction and Spring Creek Junction when operators are not on duty.

FOURTEENTH SUBDIVISION

EASTWARD 15

Time Table No. 10 Aug. 5, 1951 STATIONS	Distance from Great Falls	See Rule 6-A	Office hours Also see page 6	FIRST CLASS		SECOND CLASS		THIRD CLASS				
				240	118			196				
				G. N. Passenger	Passenger			Freight				
				Daily	Daily			Daily Except Sunday				
LEWISTOWN (G.N. Crossing 600 ft. W.) 1.5	186.8	BCHJKMP RTVWXYZ	7.00 AM to 11.00 PM	As 12.20 AM	As 9.00 PM			As 1.00 AM				
ROY-WINFRED JCT. 1.9	185.3	JP	No Office									
WEST LEWISTOWN 4.6	188.4		No Office					12.45				
HANOVER 1.0	128.8	PX	7.15 AM to 4.15 PM Except Sat. & Sun.	s 11.56	f 8.38			12.35				
SPRING CREEK JCT. 8.9	127.8	JPRV	No Office	L 11.52 PM ¹⁹⁶	8.34			12.25 ²⁴⁰				
AMHERST 8.1	124.8	P	No Office		f 8.28			12.15				
WARE 8.5	121.7	P	No Office		f 8.22			12.01 AM				
DANVERS 8.3	118.2	P	8.00 AM to 5.00 PM Except Sat. & Sun.		s 8.16			11.50				
HOOSAC 6.4	108.9	P	No Office		f 7.58			11.30				
DENTON 6.4	108.5	PWX	8.00 AM to 5.00 PM Except Sat. & Sun.		s 7.46			s 11.05				
COFFEE CREEK 4.5	97.1	P	8.00 AM to 5.00 PM Except Sat. & Sun.		s 7.34			10.43				
ARROW CREEK 11.1	92.6	P	No Office		f 7.26 ¹⁹⁵			10.25				
POWNA 12.1	81.5	PY	No Office		f 7.01			9.40				
SQUARE BUTTE 7.0	69.4	OPW	8.00 AM to 5.00 PM Except Sat. & Sun.		s 6.41			s 8.50 ¹⁹⁵				
GERALDINE 11.8	62.4	P	8.00 AM to 5.00 PM Except Sat. & Sun.		s 6.30			s 8.25				
MONTAGUE 8.0	50.6	PW	No Office		s 6.03			7.45				
SHONKIN 8.1	42.6	P	No Office		s 5.52			7.15				
BIG SAG 3.8	34.5	P	No Office		f 5.41			6.45				
HIGHWOOD 7.4	30.7	PW	8.00 AM to 5.00 PM Except Sat. & Sun.		s 5.35			s 6.30				
WALTHAM 8.2	28.8	P	No Office		s 5.23			6.10				
ROGERS 2.1	15.1	P	No Office		f 5.03			5.40				
SALEM 4.5	18.0	PW	No Office		f 4.59			5.30				
COOPER 4.9	8.5	P	No Office		f 4.51			5.15				
FALLS YARD 3.6	8.6	BOHKP RTVWXYZ	8.00 AM to 5.00 PM Except Sat. & Sun.		f 4.44 ¹⁹⁶			L 5.00 PM ¹¹⁸				
GREAT FALLS	0.0	BJKPRVX	8.00 AM to 5.00 PM Except Sat. & Sun.		L 4.35 PM							

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

At Falls Yard, during the hours that the operator is on duty
No. 117 when not displaying signals for a following section,
may register by register ticket.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Surprise Creek.....	4 miles west of Arrow Creek	12 cars.
Belt Creek.....	4.7 miles west of Waltham	10 cars.
Air Port Spur.....	1.7 miles east of Falls Yard	Yard.

LOCATION OF DERAILING SWITCHES

Cooper	East end.
Rogers	East end and West end.
Big Sag	East end.

16 WESTWARD

FIFTEENTH SUBDIVISION

EASTWARD

THIRD CLASS	SECOND CLASS	Capacity in cars						STATIONS	Distance from Agawam	See Rule 6-A	Office hours Also see page 6	THIRD CLASS	
		373		403		Time Table No. 10						404	374
		Aug. 5, 1951		Freight		Freight						G. N. Freight	
Daily Except Sunday	Daily Except Sunday	Sidings	Other tracks	Telegraph calls	Distance from Great Falls					Daily Except Sunday	Daily Except Sunday		
L 9.00AM				PX	0.0	GREAT FALLS	66.0	BKPRVX	8.00AM to 5.00PM Except Sat. & Sun.	A 3.50PM			
					0.8	(G. N. Crossing)	65.7		No Office				
s 9.10					8.6	EMERSON JCT.	62.4	JPRV	No Office	s 3.40			
	Via				7.6	MANCHESTER	58.4			Via			
	G. N. RY.				11.9	VAUGHN	54.1			G. N. RY.			
s 9.45					17.6	DRACUT JCT.	48.4	JPRV	No Office	s 3.05			
f 10.15		26			24.9	ASHUELOT	41.1	P	No Office	f 2.45			
		41	69	FR	84.9	FAIRFIELD	81.1	P	8.00AM to 5.00PM Except Sat. & Sun.	s 2.20			
L 3.07PM	s 11.10		10		45.1	EASTHAM JCT.	20.9	JPRV	No Office	s 1.40	A 6.13PM		
A 3.26PM	s 11.30				52.0	CHOTEAU JCT.	14.0	JPRV	No Office	s 1.20	L 5.55PM		
					52.6	CHOTEAU	18.4	PW	8.00AM to 5.00PM Except Sat. & Sun.	s 1.15			
					58.5	(G. N. Crossing)	12.5		No Office				
	s 12.05PM		81		58.5	FARMINGTON	7.5	P	No Office	s 12.55			
	A 12.25PM	45		BF	66.0	AGAWAM	0.0	PRY	8.00AM to 5.00PM Except Sat. & Sun.	L 12.35PM			

Trains must not exceed maximum speed of 25 miles per hour, and 15 miles per hour over Bridge NM-1196, 2 1/2 miles east of Choteau. Engines not permitted to double-head over bridge NM-1196.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS, EXCEPT THAT NO. 373 IS SUPERIOR TO NO. 374.

This time-table confers no authority between Emerson Junction and Dracut Junction; G. N. Ry. time-table and rules govern. Trains cannot meet at Dracut Jct. and Choteau Jct. At Eastham Jct. the normal position of the junction switch (located on "other tracks") is for G. N. track.

At Choteau Junction the normal position of the junction switch is for the O. M. St. P. & P. track. At Emerson Junction and Dracut Junction, the normal position of the junction switch is for the G. N. track. Rule 83(B) does not apply at Emerson Junction, Dracut Junction, Eastham Junction, and Choteau Junction when operators are not on duty.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Hiway Spur	0.5 miles east of Emerson Jct.	8 cars.
Hobson	3.7 miles west of Eastham Jct.	16 cars.
Malone	3.7 miles west of Farmington	5 cars.

LOCATION OF DERAILING SWITCHES

FarmingtonWest end.
AshuelotEast end.

O. E. CORNWALL
H. O. ULLERY
E. J. LYNAM
W. E. BEAULIEU
F. B. OEDERHOLM
G. W. MEALEY

Train Dispatchers.

O. G. BLEICHNER, Chief Dispatcher,
First, Second, Third, Fourth, Fifth, Sixth, Seventh, Eighth, Ninth,
Tenth, Fourteenth Subdivisions.

H. J. McGUIN, O. E. WILLIAMS,
(Harlowton West).

O. H. WILLIAMS,
(Harlowton North).

Assistant Trainmasters
and
Traveling Engineers.

R. E. JOINER, Chief Dispatcher,
Eleventh, Twelfth, Thirteenth, Fifteenth Subdivisions.

J. D. SIMON,
Trainmaster.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G1 Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:

When the air brakes are applied from any cause other than in normal operation by the engineer, or when it is found necessary to stop train due to some defect, or under circumstances which might cause a derailment and the fouling of adjacent main track, engineer must immediately display the oscillating red headlight.

Engineers on approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear for their movement.

These instructions are applicable at all times, both day and night. The emergency headlight should not be used for any other purpose.

The operation and use of this device does not in any way relieve trainmen and enginemen from full compliance with Rules 99 and 102.

Emergency Red Rear End Lights. Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:

The emergency red rear end light will be used on trains so equipped in the following manner:

To provide protection to trains on adjacent tracks as required by Rule 102.

To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.

A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagmen.

The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.

Portable emergency red lights must be removed before coupling onto the car.

G2 The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.

In case of failure of the regular headlight, the Mars white light should be used in stationary position as the headlight.

G3 Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signals will be considered as the Home signal.

G4 Employees are prohibited from:

Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

Standing on top of high cars while passing under bridges or through tunnels.

Getting on the end of an engine or of a car as it approaches them.

Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

Kicking or holding draw bar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

G5 When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G6 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G7 Employes MUST not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G8 When using hand holds and ladders or stirrup steps to descend from engines, cars or other equipment, employes must face the equipment and be sure of a secure hand hold and footing.

G9 Employes must not step on track rails nor other similar objects when it can be avoided.

G10 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G11 Lighting enginemen's torches by holding them in the fire box is hazardous and must not be permitted.

G12 Employes are prohibited from riding:

On engine footboards or pilot steps between engine and car when cars are being pushed.

On leading footboards or pilot steps while coupling engine to cars.

On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.

On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

In the gangway of engines.

G13 When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.

G14 The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other

than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.

This does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army commissioned officer and operated by his men.

G15 The provisions of Rule 815 also apply to transfer movements within yards.

G16 All 44-ton Diesel engines dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44-ton Diesel engine must be placed behind the pusher. When there is a 44-ton dead Diesel engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel engine must not be handled in switching movements in conjunction with other cars.

The following equipment must not be towed or operated under its own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

Diesel power units 600 and 1000 H.P. Switchers—4½ inches;

All other Diesel locomotives and Gas-Electric Motor cars—3 inches.

When operating through water under own power, controller should be in Series position.

G17 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

Bad order cars.

Wood underframe flat cars.

Switch rear "S.R." cars.

G18 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G19 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the fireman will simply shut off the steam as soon as the train stops in the station.

G20 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G21 A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

DEFINITIONS

G22 Centralized Traffic Control.—A block or a series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

Remote Control Interlocking.—A system of operating outlying signal appliances from a designated point.

C.T.C.—Abbreviation for Centralized Traffic Control.

CENTRALIZED TRAFFIC CONTROL

G23 (a) On portions of the railroad so specified in the time-

table, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.

(b) Except as affected by Special Instructions G23 (a), all block signal rules and operating rules remain in force.

(c) The movement of trains and engines will be supervised by the Train Dispatcher, who may also control the CTC. When the CTC is controlled by other than the Dispatcher, the Dispatcher will issue the necessary instructions to the operator at the control station; location of control station will be designated by special instructions.

(d) Trains or engines must not enter CTC territory unless the governing signal displays a Proceed indication or unless authority is obtained from the authorized employe at the control station.

(e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employe at the control station.

(f) Trains or engines must not move beyond the limits of C.T.C. territory without the proper authority including the information required by Rules S-83 and D-83.

(g) When the governing signal displays a Stop indication and the operator knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:

"You may proceed at restricted speed to the next signal."

If the operator does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form:

"You may proceed under protection of a flagman to the first signal that displays a Proceed indication."

These instructions must be repeated by the conductor or engineer to insure correct understanding.

See Rule 663(A).

(h) When the governing signal displays a Stop indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.

(i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.

(j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.

(k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.

(l) Dual Control switches are located at Interlocking in C.T.C. territory. See Rules 663 (A), 663 (B) and 663 (C).

GENERAL SPEED RESTRICTIONS

G24 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G25 Diesel or electric engines with unobstructed view in either direction may be operated by permissible speeds in either direction.

Diesel or electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

Dead engines must not be hauled in trains without instructions from the Chief Dispatcher and must be accompanied by a competent rider, except is not required for gas-electric or diesel engines.

Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the locomotive are locked and the hand brake is not accessible, a freight car with operative hand brake must be coupled to the diesel with uncoupling mechanism made inoperative.

A rider is not required for dead engines handled by yard crews in terminals, except where condition of dead engine or other circumstances may require for safe movement.

Engines with side rods removed from one side only, must not be hauled in trains.

Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in the rear of the train just ahead of any Switch Rear cars.

G26 Gas-Electric motor cars should not be hauled dead in trains unless disabled. When necessary to haul such cars dead in freight trains, they should be hauled on the rear of short freight trains.

G27 Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.

Conductors will notify engineers when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.

G28 When dead engines with side rods disconnected are hauled in trains there must be at least 8 cars between engines so hauled.

G29 Dead engines of Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

G30 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speeds shown below and further reduction must be made where conditions require:

Type of equipment	M P H
Trains handling loaded air dump cars (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars.....	25
Scale test cars, on branch line 20, on main line.....	25
Lidgerwood unloaders	15
Class I engines	25
Passenger trains handled or helped by freight engines with single trucks	60
K-1 engines on passenger trains (but must not be used except in extreme emergency)	45
L2 and L3 engines must not exceed.....	50
Dead engines with side rods disconnected	15
Dead engines with side rods in position	25
Dead engines with all rods connected, pistons removed and valve motion disconnected.....	45
Engines with side rods off and main rods connected when working steam, running light or in train.....	15
Engines (other than Mallet type) with side rods in position and one main rod removed, light or hauling cars	25
Mallet type engines working steam with one main rod removed	20

Diesel switchers, either dead in train or operating under their own power (except 600 H. P. Alco switchers 1600 to 1603, inclusive)	45
600 H. P. Alco switchers, series 1600 to 1603, inclusive.....	40
All 44-ton Diesels:	
When dead in train	25
When under own power	30

G31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by special instructions or bulletin.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G32 The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figures shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

Where these signs have two sets of figures the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

G34 Spring switches:

Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 25 miles per hour. If switch is lined for turnout, the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the switch points must not exceed 40 miles per hour.

If movement is through turnout the allowable turnout speed must be observed.

See Rules 520 to 525 inclusive.

G34A Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after having been trailed through.

G35 In addition to Consolidated Code Rule 801 about handling of occupied outfit cars, the following will also apply on this railroad:

When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when, for operating reasons, it is not practicable to have the switches spiked the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked a yellow signal must be displayed on each end of the outfit cars. Under such conditions the cars must not be moved except when necessary and then only after the man in charge has given his permis-

sion. When other cars are placed on the same track the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G36 When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.

G37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G38 When passenger trains are unusually delayed, passengers should be informed as to cause and extent of delay.

Conductors will make suitable announcements to passengers on trains or arrange for brakeman and sleeping or parlor car employes to do so.

Agents or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public address system should be utilized both at stations and on trains when available.

G39 In complying with Rule 3 of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for yard masters and foremen of yard engines to register the time when watches are compared will be the place provided on back of time slips, Form 3256.

G40 When two or more diesel engine units are coupled together the numerals and suffix letter of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated.

The number and suffix letter of the leading unit only to be used in train orders.

G41 Where Automatic Block and Interlocking rules and signal indications require movement at restricted speed, such movement must be made prepared to stop short of train, obstruction, or switch not properly lined, and be on the lookout for broken rail or anything that may require the speed of a train to be reduced, but a speed of 15 miles per hour must not be exceeded.

X-1 Trains handling steam derricks must not exceed the following speed limitations. The indicated maximum speed must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	On Tangent Track	On Curves
First to Fourth Subdivisions, inc.....	35 M.P.H.	25 M.P.H.
Fifth to Ninth Subdivisions, inc.....	20	20
Tenth Subdivision	25	20
Eleventh to Thirteenth Subdivisions, inc.	20	20
Fourteenth Subdivision	25	20
Fifteenth Subdivision	20	20

X-2 Trains handling locomotive cranes, rotary snow plows, Jordan spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

	On Tangent Track	On Curves
First to Fourth Subdivisions, inc.....	35 M.P.H.	25 M.P.H.
Fifth to Tenth Subdivisions, inc.....	25	20
Eleventh Subdivision	20	20
Twelfth and Thirteenth Subdivisions....	15	15
Fourteenth Subdivision	25	20
Fifteenth Subdivision	15	15

X-3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour except those turnouts laid with long frogs and designated by Special Instructions or Bulletin, where the speed may be increased to 25 miles per hour unless otherwise authorized. (Note: There are no turnouts laid with long frogs on the Rocky Mountain Division.)

X-3A All spring switches except those indicated below are equipped with facing point locks, permitting maximum permissible speed in the territory involved while moving against the points. The speed must not exceed 25 MPH while moving against the points at the following spring switches. (See special instruction G-34).

East Portal	East Switch West Switch
Butte	East Wye Switch West Wye Switch
Lewistown	East Wye Switch

X-4 The speed of steam engines, except Class I or K, when running backward, either light or handling trains, must not exceed 25 miles per hour on tangent track and 20 miles per hour on curves. Class I or K engines when running backward, either light or handling trains, must not exceed 20 miles per hour on tangent track and 15 miles per hour on curves. Speed to be reduced further when local conditions require.

X-5 The speed of passenger trains when handled or helped by Class N-3 engines must not exceed a maximum of 50 miles per hour, S-2 and S-3 engines 65 miles per hour and F-6 engines 75 miles per hour.

X-6 When a wedge plow is being pushed ahead of an engine the speed must not exceed 25 miles per hour.

X-7 Class S-2 engines when running light must not exceed 45 miles per hour.

X-8 When cars are handled in switching movements on the main track the air brake must be cut in and be in working order on all cars unless the engine is on the down-grade end of cars so handled.

X-9 When helpers are used on freight trains, regardless of the tonnage of the trains, they must be cut in to proper position and a proper division of tonnage must be made. Freight trains are not to be doubleheaded over mountain grades.

X-10 The wires on the trolley and transmission line poles and supports carry high voltage. Contact with them either by person or equipment is liable to cause fatal injury or damage to property. **THEY MAY BE HANDLED ONLY BY THOSE WHO HAVE RECEIVED SPECIFIC AUTHORITY TO DO SO.**

If wires are found hanging down or any part of the trolley or transmission system deranged in such a way that a person might come in contact with the wires, the train dispatcher must be notified from the first point of communication.

If conditions are such that train or equipment is unable to pass without touching the wires, the train dispatcher must be notified and he will give necessary instructions.

In case of fire, extinguishers filled with carbon tetrachloride only should be used if it is possible for the extinguishing liquid to come in contact with the wires.

In case of electric shock, resulting in apparent unconsciousness, application of the Prone Pressure Method of Resuscitation must proceed immediately; the knowledge of this method is required of all persons having duties within the electrified zone.

Freight trainmen will not be required to ride on top of train in electrified territory unless some real emergency condition exists, which, in the judgment of the conductor of the train, would require special attention from some member of the crew located on top of the car. These instructions are not to be considered as relieving trainmen from the necessity of getting on top of cars while switching operations are carried on when conditions require. However, in no case must trainmen get on top of car where, on account of lack of clearance, there is danger of contacting any part of energized trolley system.

X-11 Operation of trains on mountain grades. In addition to instructions contained in Air Brake & Signal Instruction Book, Form 2697 revised, and approved April, 1936 in which reference is made to paragraph numbers, the following will govern:

- (a) In electrified territory, the use of retaining valves and the testing of brakes before starting descent is not required except when necessary to hold the train with air brakes in which case Rules 90-A, 139 and 140 will govern.
- (b) Engineers on freight trains must adjust the brake pipe feed valve pressure to 90 pounds and have the brake pipe charged to this pressure as per Rule 139 before commencing descent of mountain grade. When there is no stop to be made at summit of mountain grade, engineers will adjust the brake pipe pressure to 90 pounds, 4 miles before reaching the summit and trainmen on the rear end must note that the pressure is being raised as indicated by the caboose gauge as per Rule 104.
- (c) If regeneration fails, the train must be brought to a stop immediately as per paragraph 140, all available retainers turned up and brake pipe pressure fully restored before proceeding.
- (d) Whenever the engine handling a freight train is to be detached on a mountain grade, in addition to the use of hand brakes the engineer on the helper engine will cut-in the brake valve on his engine and keep the brake pipe fully charged. If two helpers are used the one nearest the head end will cut in the brake valve on his engine. When the road engine is again attached to the train, the helper engineer will cut out the brake valve on his engine. Brake pipe test, as per Paragraphs 38 and 85-A, must be made before proceeding.
- (e) Paragraphs 97 and 128 do not apply on mountain grade.
- (f) Trainmen must watch closely for excessive heating of wheels and if any are found, the train must be brought to a stop and remain standing a sufficient length of time to allow the wheels to cool.

- (g) With no helper at the rear of the train and a backing movement is made during the ascent of the grade, the brakepipe test as per paragraphs 38 and 85-A must be made before the backing movement begins; the brakepipe pressure must be fully restored, a sufficient number of hand brakes applied on the rear of the train to properly control the slack, and a man stationed within reach of the Conductor's valve in order to stop the train promptly in case of emergency. If there is a helper in the train when the backing movement is to be made, the following will govern:

When the engineer on the road engine applies the brakes for brakepipe test, he will cut out the brake valve on his engine and when the test has been completed, the engineer on the helper engine nearest the rear end will cut in the brake valve on his engine, fully recharge the brakepipe and control the air brakes during the backing movement; electric locomotives should be operated in series regeneration during the backing movement.

When the backing movement has been completed, the engineer on the helper engine will make a full service application of the train brakes and cut out the brake valve on his engine; the engineer on the road engine will cut in the brake valve on his engine and release the brakes. Trainmen must know that the brakes on the rear end of the train are released before the train starts.

- (h) On descending grade when power goes off the line, train must be immediately brought to a stop. If power does not come on the line again within one minute, the engineer will notify trainmen who will immediately set enough hand brakes to alone hold the train. When power again comes on the line engineer will recharge the brakepipe. Hand brakes must not be released until it is known that the air brake system has been fully recharged and the brakes operative.
- (i) On ascending grade when a train stops under conditions where it is apparent that the power has gone off the line, trainmen on the rear end of freight trains should watch the caboose air gauge closely and if the brakepipe pressure falls to 40 pounds, they must apply a sufficient number of hand brakes on the rear of train to alone hold the train. When the power again comes on the line, the engineer will recharge the brakepipe and give two long sounds of the engine whistle as a signal to release hand brakes.
- (j) All trains descending grade designated as mountain grade in the electrified territory with steam power or a power unit that will not regenerate must turn up all available retainer valve handles just before passing over the summit of such grades and turn them down when foot of the grade has been reached. Rules 90-A and 139 governing.

Trains will normally regenerate:

Westward:

Donald to one-half mile east of Newcomb.

Roland to Avery.

Eastward:

East Portal to one mile west of Haugan.

East switch Henderson to one mile west of St. Regis.

Donald to Piedmont.

Loweth to Lennep.

TROLLEY CUT-OFF SWITCHES

X-12 At Stations where Sub-Stations are located switches are in Sub-Stations; at other Stations switches are located at or near each end of the siding or yard except:

- Harlowton—None at East Switch.
- Martinsdale—None at East Switch.
- Lennepe—None at East Switch.
- Hamen—700 Ft. East of East Switch.
- Ringling—None at West Switch.
- Moyne—1425 Ft. West of West Switch.
- Fanalulu—1775 Ft. East of East Switch, 2475 Ft. West of West Switch.
- Nathan—1175 Ft. East of East Switch.
- Maudlow—None.
- Cardinal—4250 Ft. East of East Switch. None at West Switch.
- Lombard—2600 Ft. East of East Switch. None at West Switch.
- Barron—825 Ft. East of East Switch.
- Sappington—None at East Switch.
- Jefferson Island—None at East Switch.
- Vendome—1325 Ft. West of West Switch.
- Vendome—(Vendome-Cedric Cut-off)—1675 Ft. East of West Switch at Vendome.
- Cedric—None at West Switch.
- Cedric—(Vendome-Cedric Cut-off)—5075 Ft. West of West Switch at Cedric.
- Grace—(Grace Cut-off)—2425 Ft. West of East Switch Grace. 13,365 Ft. West of West Switch Grace.
- Donald—None at East Switch.
- Tunnel No. 11—525 Ft. West of Tunnel.
- Newcomb—None at West Switch.
- Butte Yard—825 Ft. East of East Switch, on West leg of wye and at freight house.
- Rocker—Near West Switch B. A. & P. Yard, and at Crossing (Controls crossing only).
- Dawson—None at East Switch.
- Deer Lodge—4500 Ft. East of East Switch. 950 Ft. West of West Switch.
- Garrison—None at East Switch.
- Garrison Tunnel No. 14—1025 Ft. West of Tunnel.
- Bearmouth—None at East Switch.
- Tunnel No. 15—175 Ft. East of Tunnel.
- Bonner Jct.—None at East Switch.
- Missoula—1850 Ft. West of West Switch.
- Frenchtown—2900 Ft. East of East Switch. None at West Switch.
- Huson—2950 Ft. West of West Switch.
- Soudan—950 Ft. West of West Switch.

- St. Regis—500 Ft. West of West Switch and 1600 Ft. East of East Switch.
- Haugan—800 Ft. East of East Switch.
- Saltese—850 Ft. West of West Switch.
- Bryson—None at East Switch. 1150 Ft. West of West Switch.
- Bryson—(East Portal Cut-off)—1525 Ft. East of West Switch at Bryson.
- Tunnel No. 20—Near East and West End of Tunnel Control Trolley and Feeder Through Tunnel. Near East and West End of Tunnel Control Auxiliary Feeder Over Tunnel.
- Roland—825 Ft. West of West Switch.
- Roland—(Falcon Cut-off)—2785 Ft. West of West Switch at Roland.
- Tunnel No. 22—2125 Ft. East of Tunnel and 1875 Ft. West of Tunnel.
- Adair and Tunnels 25 and 26—325 Ft. West of Tunnel 26 and 3960 Ft. West of West Switch.
- Falcon—675 Ft. West of West Switch.
- Falcon—(Roland-Falcon Cut-off)—3725 Ft. West of East Switch at Falcon.
- Kyle and Tunnels 32 and 33—2950 Ft. East of East Switch. 2325 Ft. West of West Switch or 250 Ft. West of Tunnel No. 33.
- Stetson—625 Ft. East of East Switch. 700 Ft. West of West Switch.

Trolley cut-off switches located on the following industrial tracks should be kept locked in the open position except when necessary to let motors in and out of these tracks:

- No. 101—Lombard, N. P. transfer.
- No. 102—Three Forks, wye and Gravel Spur (switch located on West leg of wye).
- No. 103—Butte Yard, Hansen Packing Co. Spur.
- No. 104—Butte, Westinghouse spur.
- No. 109—Butte, Manganese Spur.
- No. 107—Finlen, Pioneer Spur.
- No. 204—Missoula, Monument Spur.
- No. 206—Missoula, Findell Lumber Co. Spur and N. P. transfer.
- No. 209—Missoula Nos. 1 and 2 house tracks at Freight House.

X-13 The following are the permissible maximum authorized speeds over railroad crossings at grade, Rocky Mountain Division. (See special instruction G-31).

	Passenger	Freight
Sappington	55 MPH	40 MPH
Piedmont	70	40
Rocker	40	30
Silver Bow	40	30
Sinclair	60	45
Drummond	60	45
Huson	60	45

X-14 At Moyne and Roland, when trains meet and westward train takes siding, the eastward train should not pass the eastward automatic signal at the west switch until the westward train has arrived.

At Nathan, when trains meet and eastward train takes siding, the westward train should not pass the westward automatic signal at the east switch until eastward train has arrived.

X-15 Action to be Taken when Trains Hauled by Diesel Locomotives are stopped in a Tunnel: If a train hauled by a Diesel locomotive is stopped in a tunnel under such circumstances that it cannot proceed through the tunnel within a period of ten minutes, the following action will be taken by the train and engine crews:

1. If conditions permit, the train will be backed out of the tunnel until the Diesel engine is completely clear of the tunnel.

2. If the train cannot be backed out of the tunnel, the engine crew will promptly shut down the Diesel engines and on passenger trains the Clarkson steam generators. On passenger trains the train crews will promptly shut down all Waukesha ice engines and Waukesha engine-generator sets on cars standing in the tunnel. In addition, the circulating fans on all cars standing in the tunnel must be shut down, using the fan switch on air conditioning control pan and, if possible fresh air intakes on such cars must be closed.

3. Waukesha ice engine air conditioning units—On all cars equipped with Waukesha ice engines, except coach tourist cars in Series 5770 to 5775, it will be necessary only to turn the single air conditioning control switch on the air conditioning control panel to the "off" position. On Coach Tourist Cars 5770 to 5775 it will be necessary to turn off the two air conditioning control switches on the air conditioning control panel to the "off" position. The following cars have Waukesha engine-generator sets in addition to the ice engine air conditioning unit:

Coach-tourist Cars	5770-5775 inc.
Diners	113 and 114
Tap Cars	160 and 161
P & B Cars	206 and 207
Coaches	454 to 478

The Waukesha engine-generator control panel is mounted on the wall of the electric locker in the above. On top, and approximately in the center of the panel, are two push buttons, one black and one red. To one side of the red button is a small slide, and to stop the engine-generator set the red button is depressed and the slide moved so that the red button is locked in depressed position which will stop the engine-generator set. When this is done the car with the engine-generator unit must be trainlined to at least two other cars of any type except diner and tap cars.

4. Batteries—Under the above circumstances the trainmen will see that the use of lights is held to an absolute minimum on all cars to prevent excessive discharging of the storage batteries.

5. On cars equipped with steam jet air conditioning, no benefit is gained by running this equipment with no steam on the trainline. It would be permissible, however, on that part of the train not standing in the tunnel to use the blower fans to keep the cars ventilated.

6. When the emergency is passed, trainmen will turn on all blower fans and air conditioning control switches to the setting desired and will then release the stop buttons on the engine-generator control panels by pushing the slide, locking the red stop button to the right, which will start the engine-generator. At the same time the trainline switches referred to above should be opened.

7. In the event the Diesel engine itself is clear of the tunnel, the Diesel engine will be permitted to idle and the steam-generators will be continued in operation and the above instructions regarding Waukesha ice engines and Waukesha engine-generator sets will apply to only such cars as are actually within the tunnel. On cars standing outside of the tunnel, the equipment on the steam jet air conditioned cars must be used at intervals only of such duration as will keep the cars reasonably comfortable. If this equipment is allowed to run continuously with lights burning, the batteries on these cars will be completely discharged in a matter of two to three hours. Similar action should be taken with the Waukesha cars to conserve the fuel supply on such cars.

X-16 At Straw, Wright, Forest Grove, Piper, Orange Baxter, Arnells, Danvers, Shonkin, Waltham, Agawam, Patterson, Matthews, Gallatin Gateway and Belgrade the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

FIRST SUBDIVISION

X-18 On westward trains doubling between Bruno and Loweth the air brakes must be set with full service application before the train is cut to make the double. The rear trainman will then secure the rear of the train with hand brakes.

SECOND SUBDIVISION

X-20 At Piedmont eastward freight trains will cut out helper engine through the crossover.

X-21 At Butte the wye switches must be locked while a movement is being made toward the passenger station; the switches must be relined to normal position and locked after the movement through them has been completed.

Use one pantograph on Butte wye and avoid stopping with pantograph on trolley section insulators.

X-22 Nos. 16 and 18 will pull their train over east wye switch, Nos. 15 and 17 over west wye switch, and back to Butte.

X-23 When any through train goes to the passenger depot, Butte, a trainman must remain at main track switch to register with or stop any trains passing on main track.

X-24 Unless otherwise instructed, all passenger trains entering Butte be governed as follows: Eastward passenger trains use No. 2 track at depot. Westward passenger trains use No. 3 track at depot. The normal position for all inside switches concerning above described use of tracks is for movement of trains as stated, and after using switches they must be left lined and locked in correct position without fail.

X-25 Trolley wires are lower than standard height of 24 ft. 2 in. above top of rail between West Wye switch, Butte, and B. A. & P. overhead railroad crossing, about 1½ miles west of Dawson. (See form 3170, page 6, "Low Trolley Wires.")

X-26 Trains using B. A. & P. cross-over and transfer tracks located near and opposite west leg of wye at Butte will be governed by Rules 93, and 98.

Use only one pantograph with 4 unit motors to avoid bridging air gaps in the following locations: On east and west end of Silver Bow and Rocker transfers; when crossing from main track over BA&P tracks to Butte Freight House; when entering Westinghouse spur at Butte passenger station.

X-27 The distance between Three Forks and Deer Lodge including mileage going in and out of Butte, is 113.2 miles.

X-28 Silver Bow and Rocker Interlocking: These plants differ from others on this division because foreign line trolley power is concerned. When home signals are at stop due to foreign lines using the plants, trolley air gap must not be bridged by pantographs of motors. Bridging will result in burning down trolley, kicking out substations and possibly damaging motors. Do not use crossings by flagging or on hand signals under these conditions. Route must be relined for Milwaukee movement. Then, if home signals remain at stop, or at times when they are at stop and interlocking not being used by foreign lines, before flagging over these crossings, make sure that the trolley switch handle is in "up" position. At Silver Bow the trolley switch is on trolley pole located some 25 feet west of the crossing and south of our track. At Rocker, it is on trolley pole some 75 feet east of crossing and south of our track.

X-29 Entry to trouble-shooter track Three Forks must be left clear at all times.

THIRD SUBDIVISION

- X-30 At Deer Lodge, the cross-over switches between yard tracks 4, 5 and 6, except when being used, must be lined for through movement on yard tracks.
- X-31 In using the double ended track at Phosphate, motors may use pantographs from each main track switch only up to the point where STOP sign is hung from the trolley, and fifteen feet beyond each of these STOP signs a "hook" has been installed on the trolley, which will rake off pantograph shoes in case the pantograph is allowed to go beyond the sign. The section of catenary between the two STOP signs is dead and grounded at all times. Motors or engines must not at any time pass or foul the ore loading platform or stull loading racks. There is no clearance at the ore platform and stull racks for a man on the side of any class of equipment.
- Trolley for motors is in service over the Bearmouth "Ore" track. A dead section is installed alongside the platform. Motors and engines must not use the section of trolley or track at the platform.
- X-32 On account of heavy grade, air will be coupled in all cars and locomotives when switching in or out of the depressed track at the Intermountain Lumber Co. at Missoula.
- X-33 Before motors use "Graveyard" track, Missoula, close trolley switch located on first pole west of track switch leading into this track. Open trolley switch again after thru with the motor operation. Cars must not be left fouling the insulated joints at east end of "Graveyard" track as this would hold automatic signals "red" at both ends of Missoula siding.
- X-34 Color-light signal, with indications in accordance with Rules 501-A figure 4, and 501-B, figure 2, is provided at the clearance point at the west end of the siding at Bonner Junction. This signal is equipped with a special indication consisting of the letter "S". When the letter "S" is illuminated the main track switch may be thrown, and if the signal then indicates Proceed, movements may be made to the main track if train rights permit. (See Rule 513).

FOURTH SUBDIVISION

- X-35 Westinghouse engines cannot be turned on wye at Haugan.
- X-36 At Haugan, trains moving to and from the Northern Pacific Railway will enter and leave the C. M. St. P. & P.

main track at the east switch of the yard, unless otherwise authorized by train order.

NOTE: Track south of main track is siding.

- X-37 To avoid backing rear portion of eastward trains when cutting out helpers at Haugan, the head end of the train will be stopped at the cross-over to let trainman off. Train will then pull down and stop helper engine west of the cross-over, where trainman will cut helper out and couple up the train. After being cut out the helper engine will wait at the cross-over to take the trainman to the road engine.
- X-38 Passenger trains must use not less than five minutes and freight trains not less than ten minutes between East Portal and Roland.
- X-39 Headlights and marker lamps must be lighted both day and night while passing through tunnels between Avery and Saltese.
- X-40 Track cars must not be run through tunnel between East Portal and Roland without protection.
- X-41 At Avery the cross-over switches between Nos. 1 and 2 yard tracks, west yard, except when being used, must be lined and locked for through movement on Nos. 1 and 2 track respectively.
- X-42 All trains must approach the passenger station at Avery at restricted speed, expecting to find the main track at the station occupied.

NINTH SUBDIVISION

- X-44 Engines must not use the first track north of A. C. M. Co. main track across A. C. M. bridge at Chamberlain Creek on Ninth Subdivision.
- X-45 Logs will be loaded on main track at McNamara. When cars are spotted on the main track, crews must lock and line switches for movement through the siding. Trains must approach McNamara at restricted speed. Cars spotted on main track must have hand brakes set and wheels properly blocked. Look out for close clearance when using siding.